

Charlotte Department of Transportation

Memorandum

Date: November 30, 2005

To: Keith MacVean
Planning Commission

From: Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 06-004: Located north of Shopton Road and East of Sandy Porter Road

This site could generate approximately 300 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 1,000 trips per day. This will have a minor impact on the surrounding thoroughfare system.

We have the following specific comments that are critical to CDOT's support of the rezoning petition:

1. According to the City of Charlotte's Driveway Regulations, CDOT has the authority to regulate/approve all private street/driveway and public street connections to the right-of-way of a street under the regulatory jurisdiction of the City of Charlotte. CDOT has determined that a left-turn lane is necessary to serve the traffic using the proposed public street/private driveway connection(s) for this site. The engineering design and construction of the left-turn lane is the responsibility of the owner, and shall be performed by a professional engineer registered in the State of North Carolina who has roadway-design experience. CDOT will only approve the proposed public street/private driveway connection(s) provided that a left-turn lane is constructed on Shopton Road. We recommend the rezoning plan reflect the design of this required left-turn lane prior to submittal/approval of the public street/private driveway connection(s). This roadway improvement is required to meet the traffic demands of the proposed development. The left-turn lane should be designed with a minimum 150 feet of storage, a 15:1 bay taper and 45:1 through lane tapers.
2. Development of this parcel for commercial use along Shopton Road, a minor thoroughfare, requires the installation of curb and gutter, planting strip, and 5-foot sidewalk. The face of curb is to be located 24 feet from the centerline of the roadway. This should be shown on the site plan along Shopton Road.

We have the following specific comments that are important to CDOT's support of the rezoning petition. We would like the petitioner to give serious consideration to these comments/requests. These may require coordination with related CMPC issues.

1. The proposed site plan is incompatible with the integrated transportation/land use plan in this area. According to the Westside Strategic Plan (WSP), this area should remain single family residential and "no rezonings to non-residential designations should occur within or adjacent

to these residential areas until the neighborhoods are bought as a whole by the airport or a private developer.”

2. The site plan should be updated to reflect installation of a complete sidewalk network that provides internal pedestrian circulation as well as pedestrian access to and from Shopton Road.
3. Bicycle parking should be provided to meet the amended parking section of the Zoning Code. It is requested that conformance with all current parking standards be indicated on the site plan.

We have the following general comments that are provided to aid the petitioner in planning and subsequent permitting phases:

Shopton Road is a minor thoroughfare requiring a minimum of 70 feet of right-of-way. The developer/petitioner has indicated on the plan the fee-simple conveyance of right-of-way to meet this requirement, measuring 35 feet from the centerline of the roadway.

The proposed driveway connection to Shopton Road will require driveway/access permit applications to be submitted to CDOT and the North Carolina Department of Transportation for review and approval. The exact street connection location and type/width of the connection will be determined by CDOT and NCDOT during the driveway permit process.

Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' sight triangles are required for the entrance(s) to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the entrance(s). Such items should be identified on the site plan.

Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.

A Right-of-Way Encroachment Agreement is required for the installation of any non-standard item(s) (irrigation systems, decorative concrete pavement, brick pavers, etc.) within a proposed/existing City or NCDOT maintained street right-of-way by a private individual, group, business, or homeowner's/business association. An encroachment agreement must be approved by NCDOT prior to the construction/installation of the non-standard item(s). Contact NCDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.

To facilitate building permit/driveway permit review and approval, the site plan must be revised to include the following:

- Dimension width of the existing and proposed driveways.
- New/reconstructed driveways must be drop curb ramp Type II driveways.

- Indicate the locations and widths of all adjacent and opposing driveways.
- Indicate typical parking module dimensions.
- Include a parking summary with figures for the numbers of parking spaces required and provided.

If we can be of further assistance, please advise.

SLP

c: W.B. Finger
M.A. Cook
J.D. Kimbler
A. Christenbury
E.D. McDonald
Terri & Stephen McGirt
Greenbrier Design Group, PC
Rezoning File (2)